91-00449 53 Street N.W., L.R.T. Station Area Plan : draft (Calgary, Alta.)

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53 STREET N.W. L.R.T. STATION AREA PLAN

JUNE 1990

53 STREET N.W. L.R.T. STATION AREA PLAN

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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PREFACE

A station area plan contains land use and transportation planning policies which provide development guidelines for the land within a 500 metre radius of an LRT station.

The 53 Street N.W. LRT Station Area Plan is a policy plan and not a statutory plan such as an area structure plan or area redevelopment plan. Policy plans are adopted by City Council by resolution, while the Planning Act requires statutory plans to be adopted by by-law following a public hearing. Although not mandatory, City Council holds public hearings on station area plans prior to adopting them.

LRT station area plans are intended to complement the Land Use By-law by providing local planning policies and, where appropriate, specific land use and development guidelines. These policies and guidelines provide a basis for the various approving authorities (e.g., City Council, Calgary Planning Commission, Development Appeal Board) to make decisions concerning land use and development permit applications within the station impact area.

EXECUTIVE SUMMARY

The proposed key recommendations of the 53 Street N.W. L.R.T. Station Area Plan are summarized as follows:

A. RESIDENTIAL LAND USE

i) There should be no change to the existing designations of the medium density residential sites adjacent to the station and the existing duplex dwelling sites north of Dalhousie Drive.

ii) The two vacant Sites 4 and 5 along 53 Street south of 53 Avenue N.W. (see Map 2) have been redesignated from UR and DC to DC with R-2A, Residential Low Density District guidelines for townhouses (Ref. Varsity Community Special Study approved by City Council on 1989 June 19).

iii) The future comprehensive development on the Cascade Mobile Home Park site (Site 1) should include a residential development component containing a minimum of 120 low density multi-dwelling units.

B. COMMERCIAL LAND USE

i) Upon request by the land owner/developer, the Cascade Mobile Home Park site should be redesignated from UR to DC - Direct Control District, with development guidelines which would provide for a medium-sized sector shopping centre (including office uses), low density multi-dwelling residential development (a minimum of 120 units) and an LRT station associated park-n-ride, kiss-n-ride and feeder bus terminal.

ii) The developer/owner of the Cascade site shall be responsible for ensuring that a suitably designated and serviced alternate site is available to accommodate the displaced mobile homes before redeveloping the site.

C. TRANSPORTATION SYSTEM

1. Roads

i) In conjunction with any development proposed in the station area, the potential impact on 53 Street traffic volumes south of Crowchild Trail shall be evaluated and suitable control measures, if required, proposed.

ii) In the event of any development on the Cascade site, the developer shall assess potential traffic impact on the surrounding raodways of future development to ensure that the capacity of the Dalhousie Drive/53 Street N.W. intersection and other adjacent roads will not be exceeded.

iii) In response to any concerns expressed by the Dalhousie or Varsity community concerning on-street parking and/or non-local through traffic on residential streets resulting from the proposed LRT park-n-ride facilities, the Transportation Department should take appropriate control measures to eliminate any such traffic related problems, subject to Council approval where required.

2. **LRT Park-N-Ride Facilities**

i) Twelve hundred (1200) park-n-ride stalls shall be provided by the City on the Cascade Mobile Home Park site adjacent to the 53 Street LRT station in accordance with the Council approved policy (Clause OD88-113 dated 1988 December 19).

ii) The City Transportation Department should, subject to being able to acquire the necessary land, provide a 53 Street LRT station associated feeder bus loop on a portion of the Calgary Christian Centre site south of Crowchild Trail.

D. PEDESTRIAN PATHWAYS

i) Convenient and safe pedestrian access shall be provided to the 53 Street N.W. LRT station and associated facilities from adjacent development/communities. This access will incorporate the existing north-south regional pathways provided there is no conflict between the LRT users and other pedestrians/cyclists using the pedestrian bridge across Crowchild Trail.

ii) A suitable access to the LRT system is to be provided for the physically handicapped.

E. IMPLEMENTATION

Future development within the LRT station area shall occur only after the landowners or developers have entered into a Development Agreement with the City of Calgary. Under the terms of the Development Agreement, the landowners or developers will be responsible for all costs associated with any relocation and/or upgrading of any affected underground utilities.

53 STREET N.W., LRT STATION AREA PLAN

1. INTRODUCTION

At its meeting held 1986 March 19, City Council adopted the Clause OD86-24, and instructed the Planning & Building Department to prepare the 53 Street N.W. LRT Station Area Plan.

2. STUDY AREA - (Map 1)

2.1 Location:

Map 1 shows the approximate location of the 53 Street LRT station on Crowchild Trail in the northwest sector of the city.

2.2 Station Primary Impact Area:

The station primary impact area, indicated by a circle on Map 1, is the land within a 500 metre radius of the LRT station. The north half of the station area falls within the Dalhousie community, and the south half is within the Varsity community boundaries.

3. OVERALL PLAN OBJECTIVES

The plan objectives are:

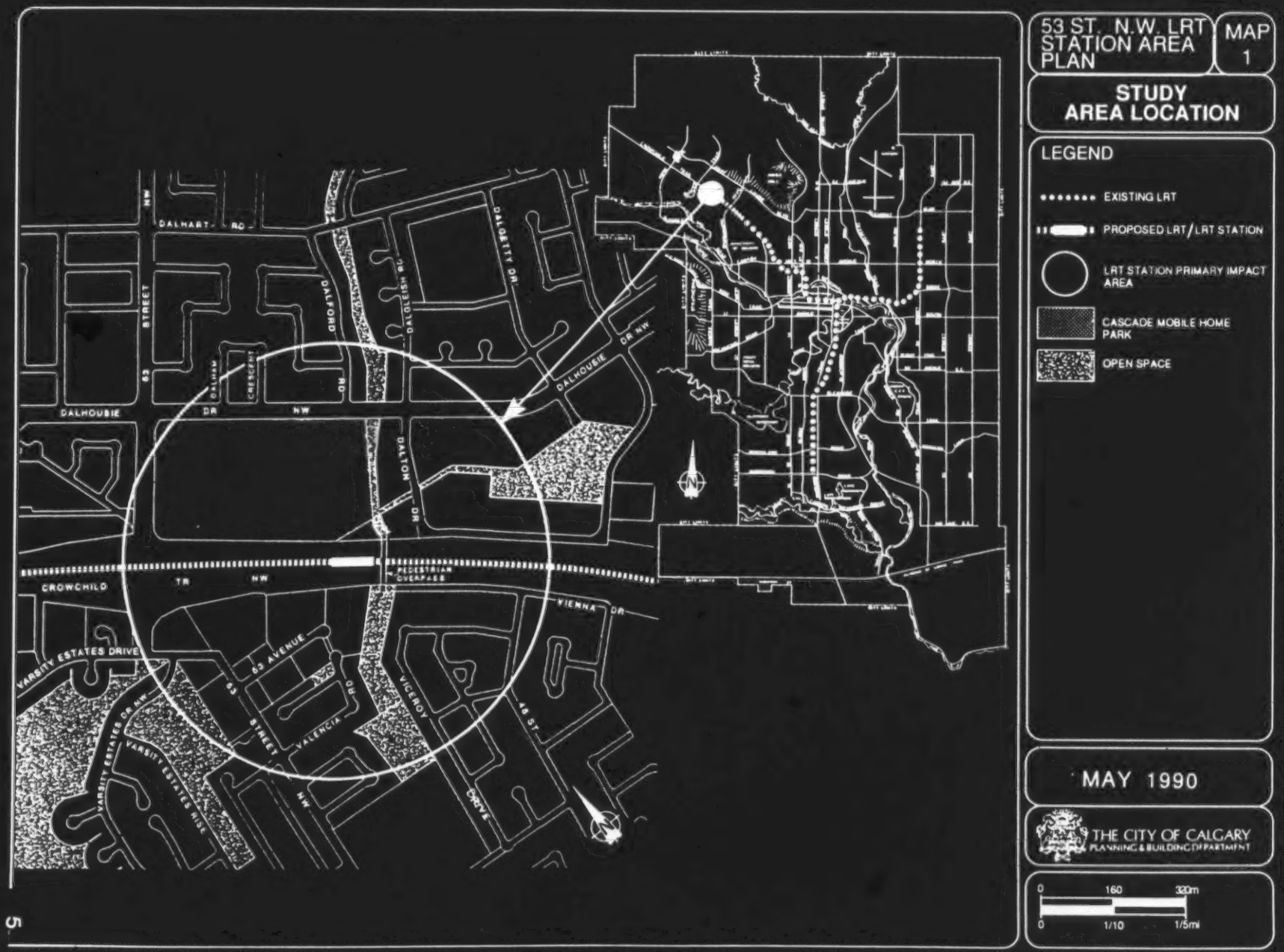
3.1 To implement Council policies concerning:

i) the land use/transportation planning affecting the LRT station area, e.g., Calgary General Municipal Plan, the Varsity and Dalhousie Design Briefs, the Northwest LRT Functional Study and the most current version of the Transportation Improvement Priority Study (see Section 4 of the 'Background and Supporting Information'), and

ii) the incorporation of facilities for park-n-ride, kiss-n-ride and feeder buses on the Cascade Mobile Home Park site for the future 53 Street N.W. LRT station;

3.2 To encourage LRT supportive land uses adjacent to the station; and

3.3 To establish land use and transportation policies that will ensure that future development is compatible with existing residential and commercial development and not compromise the transportation network in the station area.


53 ST. N.W. LRT STATION AREA PLAN
MAP 1
STUDY AREA LOCATION
LEGEND
EXISTING LRT
PROPOSED LRT/LRT STATION
LRT STATION PRIMARY IMPACT AREA
CASCADE MOBILE HOME PARK
OPEN SPACE
MAY 1990
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
0 160 320m
0 1/10 1/5mi
DALHART RD NW
53 STREET
DALFORD RD
DALGETTY DR
DALHOUSIE DR NW
DALHOUSIE DR NW
DALTON DR
CROWCHILD TR NW
PEDESTRIAN OVERPASS
VIENNA DR
VARSITY ESTATES DRIVE
53 AVENUE
53 STREET NW
VALENCIA
VICEROY
48 ST
VARSITY ESTATES DR NW
VARSITY ESTATES RISE

4. LAND USE PLAN (See Map 2)

4.1 Residential Land Use

4.1.1 Objectives:

4.1.1.1 To ensure that future residential development or redevelopment within the LRT station impact area is compatible with:

i) the overall character of adjacent development,

ii) the function of the LRT station and associated facilities such as park-n-ride, kiss-n-ride and feeder bus terminal, and

iii) the capacity of the surrounding roadways.

4.1.2 Context

a) Community Background:

The Dalhousie and Varsity communities were developed in the mid-seventies. When LRT is extended to 53 Street N.W., the communities will have significantly improved access to the Downtown, as well as to major institutions, such as the University of Calgary and the Southern Alberta Institute of Technology.

b) Existing Development:

Although the overall Dalhousie and Varsity communities are predominantly low density residential (50.3% and 48.6% single-family respectively), the existing development in the immediate vicinity of the station location includes low, medium and high density residential, commercial and institutional uses.

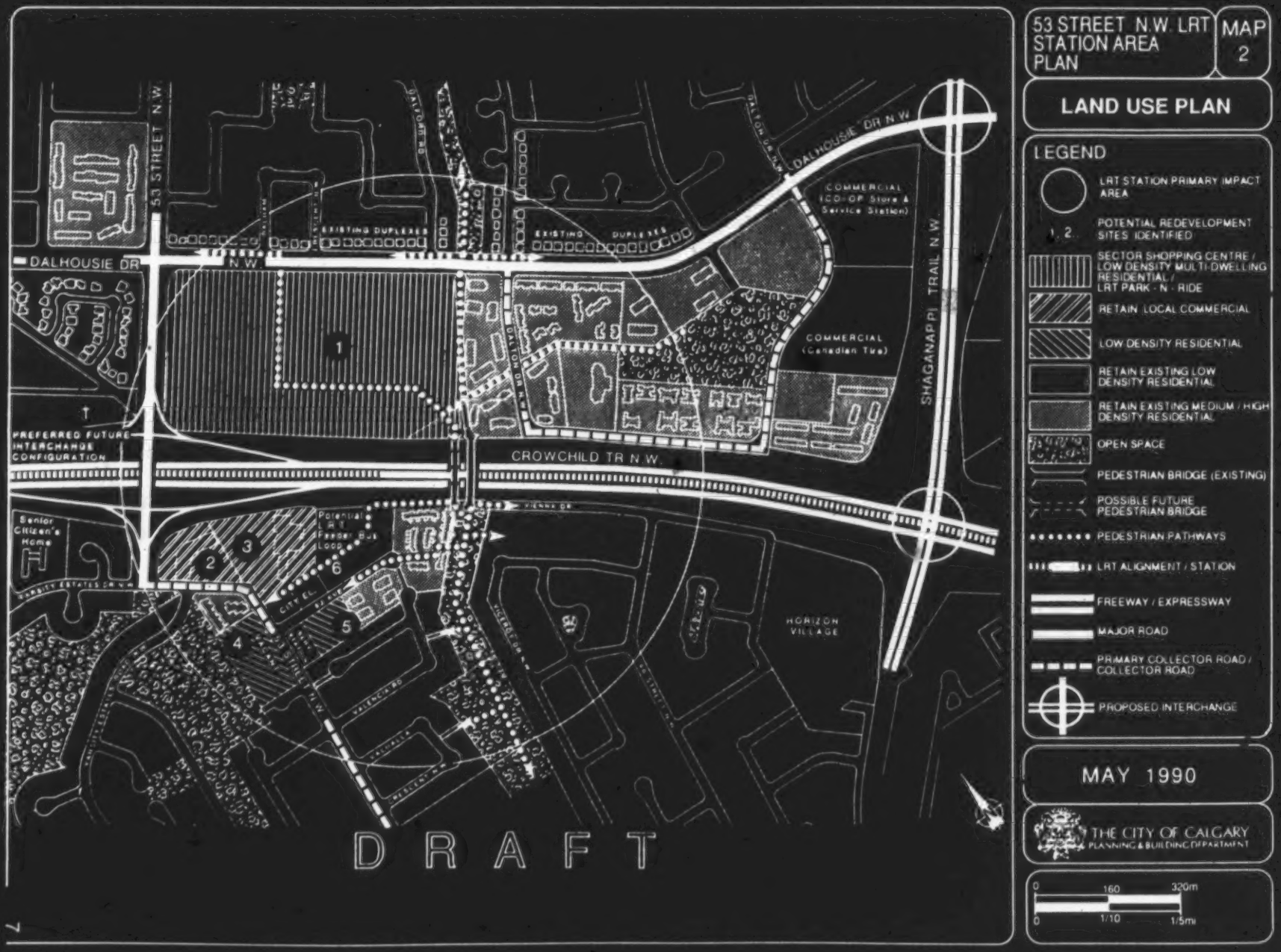
c) Potential for Redevelopment:

No redevelopment has occurred recently in the LRT station impact area. The existing character of development in the station area, with the exception of the Cascade site and the Calgary Christian Centre land, is not expected to change significantly with the construction of the LRT station. However, there is potential for development of LRT supportive land uses in the vicinity of the station location north and south of Crowchild Trail.

d) Possible Redevelopment and Implications:

Low density residential uses on Sites 4 and 5 (see Map 2) have been recommended in the Varsity Community Special Study which was approved by City Council on 1989 June 19. Such low density uses would generate low traffic volumes on 53 Street, which would be in keeping with the long-term transportation planning objective of minimizing traffic related problems on 53 Street.

In order to maintain the overall character and stability of the adjacent communities and to support the LRT system, it is advisable to retain the low and medium density residential existing near the LRT station. In support of the foregoing, it is further suggested that some appropriate residential uses on the Cascade site should be developed.


53 STREET N.W. LRT STATION AREA PLAN
MAP 2
LAND USE PLAN
LEGEND
LRT STATION PRIMARY IMPACT AREA
1, 2 POTENTIAL REDEVELOPMENT SITES IDENTIFIED
SECTOR SHOPPING CENTRE / LOW DENSITY MULTI-DWELLING RESIDENTIAL / LRT PARK - N - RIDE
RETAIN LOCAL COMMERCIAL
LOW DENSITY RESIDENTIAL
RETAIN EXISTING LOW DENSITY RESIDENTIAL
RETAIN EXISTING MEDIUM / HIGH DENSITY RESIDENTIAL
OPEN SPACE
PEDESTRIAN BRIDGE (EXISTING)
POSSIBLE FUTURE PEDESTRIAN BRIDGE
PEDESTRIAN PATHWAYS
LRT ALIGNMENT / STATION
FREEWAY / EXPRESSWAY
MAJOR ROAD
PRIMARY COLLECTOR ROAD / COLLECTOR ROAD
PROPOSED INTERCHANGE
53 STREET N.W.
DALHOUSIE DR N.W.
DALHOUSIE DR
EXISTING DUPLEXES
EXISTING DUPLEXES
COMMERCIAL (CO-OP Store & Service Station)
COMMERCIAL (Canadian Tire)
SHAGANAPPI TRAIL N.W.
PREFERRED FUTURE INTERCHANGE CONFIGURATION
CROWCHILD TR N.W.
VIENNA DR
Senior Citizen's Home
Potential LRT Feeder Bus Loop
HORIZON VILLAGE
DRAFT
MAY 1990
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
0 160 320m
0 1/10 1/5mi

4.1.3 **Policy Recommendations:**

4.1.3.1 That no change should be made to the existing designations of the medium density residential sites adjacent to the station and the existing duplex dwelling sites north of Dalhousie Drive.

4.1.3.2 That future redevelopment near the LRT station should be compatible with existing residential and commercial development.

4.1.3.3 That future comprehensive development on the Cascade site should include a residential development component containing a minimum of 120 low density multi-dwelling units.

4.2 **Commercial Land Use**

4.2.1 **Objectives:**

4.2.1.1 To maintain and enhance the quality of existing commercial development adjacent to the 53 Street LRT station through the redevelopment process.

4.2.1.2 To ensure that future commercial development in the immediate vicinity of the station location is compatible with:

i) the function of the LRT station and associated facilities,

ii) the capacity of the surrounding roadway network, and

iii) the adjacent residential communities.

4.2.2 **Context**

a) Existing Development:

The existing commercial development south of Crowchild Trail includes the Crowchild Square Neighbourhood Shopping Centre (Site 2) and the Crowchild Motor Inn (Site 3). The land use designation for these sites is DC with C-1 guidelines. In addition, the existing "Calgary Christian Centre" (Site 6) serves as a church, a Bible College and a Christian school for Grades 1 to 9. The site is designated DC with guidelines to accommodate these uses.

The Crowchild Square Neighbourhood Shopping Centre serves the day-to-day needs of the immediate community. This development is a two-storey building with approximately 5762 sq. m. (62,000 sq. ft.) of gross leasable area. The Crowchild Motor Inn is a two-storey building containing about 40 rooms and licensed dining facilities.

Currently, the only <u>local</u> (neighbourhood) commercial facilities in the Dalhousie community are provided by Co-Op and Canadian Tire although the Crowchild Square development meets Dalhousie needs as well. Regional scale commercial facilities serving the area are to be found at Market Mall, Northland Village and the proposed Crowfoot Centre.

b) Potential for Redevelopment:

i) Cascade Mobile Home Park Site (Site 1):

This site, which is 14.5 hectares (35 acres) in size, is currently used for a mobile home park but has significant redevelopment potential. The evaluation of land use alternatives for the site (Section 5 of the 'Background and Supporting Information') considered the policies approved by City Council on 1988 December 19 and the Dalhousie Design Brief dated 1973 February 5. These policies require that a portion of the Cascade site be retained for an LRT park-n-ride, kiss-n-ride and a feeder bus loop. Because of the comprehensive nature of potential future development, some land would also be required for access roads, road widening, landscaping/buffering or a park. Given that the minimum site area in the Land Use By-law for a mobile home park is twenty acres, the option of retaining the balance of the site for this use was not considered. Park-n-ride facilities serving the proposed 53 Street LRT station will be located on the eastern part of the site which is adjacent to the future station location and integrated with the existing major pathway linking the Dalhousie and Varsity communities. The following factors should be considered in determining how the site should be developed:

a) The Calgary General Municipal Plan (see Section 4.3 of the "Background and Supporting Information") requires that development near LRT stations be of a type, design and intensity compatible with adjacent communities and supportive of the LRT system. In general, residential and office uses are considered highly supportive of the LRT because many residents and some office workers use the LRT system for travel to and from work, thereby relieving pressure on adjacent roads. Retail, on the other hand, is less supportive of LRT because shoppers generally arrive by car, not by public transit.

b) The site, given its proximity to Crowchild Trail, 53 Street and Dalhousie Drive, also has potential for commercial development. Marketing studies conducted by the developer have indicated that there is a demand for regional specialty shops in this part of northwest Calgary, which could be provided at this location.

c) If an access to Crowchild Trail is proposed as part of a development, it shall be designed to the satisfaction of the Director of Transportation. Such access, if provided, shall be at the developer's expense. Furthermore, any future development must not cause traffic circulation problems on Dalhousie Drive N.W. and 53 Street N.W., or result in shortcutting traffic or overspill LRT-related parking on adjacent residential streets.

A range of alternative land uses for the Cascade site are evaluated in Section 5 of the 'Background and Supporting Information'.

The following table summarizes the major pros and cons relative to these alternatives.

USE	PROS	CONS
Residential (Low Density Multi-Dwelling)	• Compatible with adjacent development to the north and east. • Highly supportive of LRT. • No major increase in traffic.	• Currently low demand (might be changing because of low vacancy rate).
Office	• Supportive of LRT. • No major increase in traffic.	• Low demand.
Retail	• Would provide specialty shops not currently available and it would enhance the quality of existing commercial facilities in the area. • Would provide local shopping facilities in the community.	• Less supportive of LRT. • High traffic generator.

The recommended land use policy for the Cascade site takes into account the need for facilities directly related to the operation of the LRT station, the desirability of having LRT supportive uses located on the site and the potential the site offers for commercial development. In view of this, a mixed use policy is recommended with the site being developed for:

a) an LRT park-n-ride, kiss-n-ride and feeder bus loop facility capable of accommodating 1200 stalls. The exact acreage required for this facility will not be known until a specific design plan is prepared for the site;

b) a low density multi-dwelling residential development capable of accommodating a minimum of 120 units; and

c) a medium-sized sector shopping centre, including an office component.

In addition, given that this site has not been previously subdivided, reserve requirements totalling approximately 1.42 hectares (3.5 acres) are due. Because of the nature and type of potential development on the Cascade site, it is anticipated that the reserve land will be required not only for the proposed residential development on the site but also for overall landscaping and buffering purposes and for possible enhancement of the major pathway system. The exact amount of land required for open space will be determined at the outline plan/development stage. In the event of surplus reserve land, cash-in-lieu should be taken and the additional lands freed up for development should be considered as part of the overall development proposal.

There is a strip of City-owned land south of the Cascade site along Crowchild Trail which the developer may wish to acquire in exchange for land north of Site 1 along Dalhousie Drive. To the extent this land is not required for transportation purposes it could be considered for use as additional buffering between the site and adjacent development.

It is extremely important that the overall size of the shopping centre component of the development be limited to that which will not adversely impact traffic movement on adjacent roadways or exceed the environmental road capacities on 53 Street and Dalhousie Drive. In this regard, any application for a shopping centre must be accompanied by the following:

a) a thorough analysis of traffic volumes generated by the proposed shopping centre to ensure that there is no adverse impact on the surrounding roads, particularly 53 Street and Dalhousie Drive N.W.;

b) an assessment of the impact on the adjacent communities of traffic generated by the proposed development;

c) proposals for access and road changes that will not result in traffic congestion on adjacent roads; and

d) an undertaking by the developer that any additional roads or access improvements required over and above the City's requirements will be provided by the developer at its own cost, and that any additional transportation improvements will be provided in a manner that does not detract from the ultimate carrying capacity of Crowchild Trail. In particular, if an access to Crowchild Trail from the site is proposed as part of the development it shall be designed to the satisfaction of the Director of Transportation and shall be paid for by the developer.

As previously approved by City Council, the southeasterly portion of the Cascade site will be redeveloped to accommodate park-n-ride, kiss-n-ride and feeder bus terminal facilities. The southeast location, being close to the future LRT station, would create a short and convenient walking distance between the LRT station and the park-n-ride area. A future vehicular access, at the northwest corner (off Dalhousie Drive), to the park-n-ride area would help prevent the park-n-ride user traffic from mixing with the shopping centre traffic. All future LRT park-n-ride areas should be suitably screened from adjacent development.

As a result of future redevelopment on the Cascade Mobile Home Park site, the tenants will have to relocate elsewhere. Therefore, the owner/developer shall ensure that a suitably designated and serviced alternate site is available to accommodate the displaced mobile homes prior to redeveloping the site.

Based on the foregoing, it is anticipated that the proposed mixed land use development on the Cascade site would create:

a) strong support for the LRT system in terms of generating ridership;

b) amenities for the area residents, i.e., open space, retail and LRT park-n-ride facilities;

c) housing development compatible with adjacent residential development; and

d) a traffic pattern resulting from the development that does not adversely impact the surrounding roads.

ii) Crowchild Square (Site 2)
Crowchild Motor Inn (Site 3):

In order to encourage LRT supportive land uses near the station location, the existing commercial uses south of Crowchild Trail should either be retained under the current DC designations or be allowed to include suitable additional commercial uses in the future (e.g., offices). However, it must be stressed that the potential impact of future development on 53 Street traffic volumes must be evaluated.

4.2.3 Policy Recommendations:

4.2.3.1 That Site 1, upon request by the landowner, should be redesignated from UR to DC (Direct Control District) with development guidelines to allow a low scale, comprehensively designed development consisting of a medium-sized sector shopping centre, including an office component, low density multi-dwelling residential development (a minimum of 120 units) and the proposed LRT station facilities such as park-n-ride, kiss-n-ride and a feeder bus loop (see Section 6 for Implementation).

4.2.3.2 That the land owner or developer shall ensure that a suitably designated and serviced alternate site is available for the displaced mobile homes prior to redeveloping the Cascade Mobile Home Park site (Site 1).

4.2.3.3 That future redevelopment on Site 2 be restricted to DC with C-1 development guidelines.

4.2.3.4 That future redevelopment on Site 3 may include appropriate additional commercial (office) uses subject to DC designation with revised development guidelines (see Section 6 for Implementation).

5. TRANSPORTATION SYSTEM

5.1 Objectives:

5.1.1 To provide a safe and adequate transportation system for current and future residential or commercial redevelopment in the station area.

5.1.2 To ensure that residential streets in the station impact area are not adversely affected by LRT associated overspill parking.

5.1.3 To discourage through traffic from shortcutting on residential streets adjacent to the station.

5.2 Roads

5.2.1 Context

a) Existing Roadways:

Map 2 shows the classifications of various roadways in the vicinity of the LRT station. The Crowchild Trail expressway/freeway has an environmental capacity of 30,000+ vehicles per day. Dalhousie Drive and 53 Street N.W. (major roads) each has an environmental capacity of up to 30,000 vehicles per day. Approximately one-third of these road capacity levels have been reached so far.

b) Future Roadway Proposals:

The Shaganappi Trail and 53 Street intersections with Crowchild Trail will be grade separated according to Capital Budget priorities as determined in the Transportation Improvement Priority Study (T.I.P.S.). The 53 Street interchange is currently proposed as a diamond configuration as it most suitably meets the requirements for grade separation within the available lands.

The offset interchange mentioned in the Varsity Design Brief cannot be considered because it does not provide for transit access across Crowchild Trail and for other traffic movements (e.g., Northbound through, Eastbound to Southbound and Northbound to Westbound).

c) Major Transportation Issues:

i) High Traffic Volumes

Traffic volumes on adjacent roads will be increased by virtually any redevelopment of lands in the station area. However, the environmental capacities of these roads will not be compromised except, perhaps, on 53 Street south of Crowchild Trail. (Prior to roadway improvements related to Market Mall expansion, one section of this road exceeded the environmental guidelines for daily vehicular traffic. A post Market Mall expansion study is scheduled to evaluate the current situation on this roadway). Intersection capacity constraints will likely be the limiting factor for development. Modifications to the signals at the major intersections will likely be required to accommodate post development traffic.

ii) LRT Overspill Parking and Shortcutting Traffic

When the 53 Street LRT station is in use, a potential problem could occur relative to on-street overspill parking and shortcutting traffic using local residential streets, particularly north of Dalhousie Drive and along Vienna Drive directly south of Crowchild Trail. If problems of this nature develop, suitable enforcement measures should be discussed with the communities affected and implemented as required.

d) Vehicular Access Points:

Any access to Crowchild Trail must be designed to the satisfaction of the Director of Transportation. Only one right in/right out access point on 53 Street between Dalhousie Drive and Crowchild Trail will be allowed to the Cascade site. Subject to approval by the Director of Transportation, two access points may be allowed from Dalhousie Drive to the Cascade site.

5.2.2 Policy Recommendations:

5.2.2.1 That in conjunction with any development proposed in the station area, the developers shall evaluate the potential impact on 53 Street traffic volumes south of Crowchild Trail and recommend, if required, suitable control measures.

5.2.2.2 That in the case of any development on the Cascade site the developer shall assess potential traffic impact on the surrounding roadways of future development to ensure that the capacity of the Dalhousie Drive/53 Street N.W. intersection and other adjacent roads will not be exceeded.

5.2.2.3 Traffic assessments and studies undertaken by the developer must be to the satisfaction of the Director of Transportation and must demonstrate that the resulting system will function properly within the limits of City policies.

5.2.2.4 That in the event of problems with on-street parking or non-local through traffic resulting from the proposed LRT park-n-ride facility, suitable control measures, subject to Council approval where required, be implemented by the Transportation Department to eliminate any such traffic-related problems.

5.3 L.R.T.

5.3.1 Context

a) LRT Construction:

The station platforms will be located in the median of Crowchild Trail towards the eastern edge of the existing Cascade Mobile Home Park. The LRT train in the Crowchild Trail corridor would be visible from the adjacent lands; however, the physical separation is sufficient to minimize, if not completely eliminate, the visual intrusion, noise and vibration effects on the adjacent areas.

b) LRT Park-n-Ride/Kiss-n-Ride/Bus Loop Facilities:

In addition to the proposed 1200 park-n-ride stalls, the facilities will include bus terminals and provision for kiss-n-ride arrivals. However, bus terminals should preferably be divided

between the north and south side locations proposed for transit use, in accordance with transit needs and considering the restraints imposed by the parcel sizes. It should be noted that the proposed south side bus terminal is for LRT feeder buses only.

It would be desirable to coordinate the design of the proposed LRT station facilities with future redevelopment of the Cascade site.

c) Calgary Christian Centre (Site 6)

The Calgary Christian Centre site nas been recently sold to a private company. This site location offers good potential for the development of an LRT feeder bus loop south of Crowchild Trail. It would greatly enhance the provision of public transit facilities to the area south of Crowchild Trail in a manner consistent with the Council approved plans for the future Nose Hill Drive LRT station. The provision of a south side transit facility offers significant savings of time and money for transit operations, reduces bus travel times for south side transit users, and reduces the need for vehicle movement from one community to another. This arrangement will also reduce traffic congestion at the intersections of Crowchild Trail and 53 Street N.W. and 53 Street and Dalhousie Drive N.W. Only a portion of the site would be required for the LRT associated feeder bus loop. However, if the City is unable to acquire a portion of the site for an LRT feeder bus loop, the site should be developed for residential uses. A residential development in this location would be appropriate in terms of potential support for the LRT system and its compatibility with the adjacent low to medium density residential development located directly east and south of the site. Vehicular access to the future development on Site 6 would be via 53 Avenue N.W.

5.3.2 Policy Recommendations:

5.3.2.1 That the design of the 53 Street LRT station facilities such as park-n-ride, kiss-n-ride, pedestrian overpass and a feeder bus terminal be coordinated with future redevelopment of the Cascade site.

5.3.2.2 That a total of 1200 park-n-ride stalls be provided by the City on the easterly part of Cascade Mobile Home Park site north of Crowchild Trail adjacent to the 53 Street N.W. LRT station.

5.3.2.3 That the City Transportation Department should, subject to being able to acquire the necessary land, provide a 53 Street LRT station associated feeder bus loop on a portion of the existing Calgary Christian Centre site south of Crowchild Trail.

5.3.2.4 That if it is not economically feasible for the City to acquire a portion of Site 6 for a 53 LRT station associated feeder bus loop south of Crowchild Trail, the site should be developed for residential uses compatible with the adjacent housing development.

5.4 Pedestrian Pathway System

5.4.1 Objectives:

5.4.1.1 To establish a safe and efficient pedestrian pathway system as an integral part of future development/redevelopment in the station area facilitating good access to the LRT station and associated facilities.

5.4.1.2 To maintain and enhance the existing level of pedestrian pathways providing access to the Dalhousie and Varsity Communities.

5.4.2 Context

a) Existing Pedestrian Pathway System:

The existing north-south main pathway between Crowchild Trail and Dalhousie Drive provides good pedestrian access to the Dalhousie community, particularly to the medium and high density housing development east of the Cascade Mobile Home Park. The pathway needs to be landscaped, particularly along its easterly boundary.

The existing pedestrian/cyclist bridge across Crowchild Trail provides an essential link in the existing major pathway system which extends from Nose Hill to the Bow River. Therefore, the integrity of this regional pathway must be maintained and upgraded as outlined below.

b) Future Pedestrian Access to the LRT Station:

The existing pedestrian bridge is too narrow to serve the dual needs of LRT station access and as a major link in the regional pathway system. In addition, the presence of a 100 ft. utility right-of-way immediately west of the existing overpass will not allow new station construction immediately adjacent to this structure. As a result, it will be necessary to reconstruct the pedestrian overpass with additional width, at a location west of the existing structure to facilitate access to the LRT station and the existing regional pathway; otherwise, a new single LRT use pedestrian bridge adjacent to the existing structure would be needed.

It is felt that a jog in the regional pathway to allow the dual use of the pedestrian bridge will not significantly affect the pathway system and is preferred to having two pedestrian/cyclist bridges in close proximity to each other. However, it is emphasized that the future dual purpose bridge across Crowchild Trail should be designed to avoid potential conflict between the LRT users and other regular pedestrians/cyclists using the pedestrian bridge.

The approaches to the pedestrian bridge should be designed in conjunction with the park-n-ride facilities proposed adjacent to the station. The south-side approach may require the acquisition of some land from the condominium property at the east end of 53 Avenue N.W. to provide the most desirable connection to the future pedestrian bridge.

If a south-side feeder bus loop is established, a pedestrian bridge to the west end of the LRT platform could be considered. In the interim, however, an attempt should be made to ensure that the present access through the condominium site, at the end of 53 Avenue, to the regional pathway is maintained so that pedestrian access from 53 Street and 53 Avenue to the LRT station is available.

The plan acknowledges that the proposed pedestrian link between the current north-south regional pathway and the LRT station may result in LRT related on-street parking problems for local residents in Dalhousie and Varsity when the LRT station is in use. In view of this potential concern expressed by the communities, it is recommended that the areas affected should be monitored regularly and, if traffic related problems arise, the current pedestrian access from the affected areas to the regional pathway directly north and south of Crowchild Trail should be closed. Alternatively, the present pedestrian access to the regional pathway may be retained and, if required, a suitable restrictive parking policy could be implemented to eliminate on-street parking problems in affected areas. Prior to implementing any parking and/or pathway policies, the Transportation Department and the Parks/Recreation Department should discuss this matter with the area residents directly affected.

In designing pedestrian access to the LRT station, public safety and convenience should be considered as high priorities. In addition, a suitable provision should be made for access to the LRT system for the physically handicapped.

5.4.3 Policy Recommendations:

5.4.3.1 That convenient and safe pedestrian access be provided to the proposed 53 Street LRT station from:

i) the existing pedestrian pathways north and south of Crowchild Trail;

ii) the overall future development, including park-n-ride, kiss-n-ride and the feeder bus loop facilities on the Cascade site, and

iii) the proposed LRT feeder bus loop south of Crowchild Trail.

5.4.3.2 That the current pedestrian access to the regional pathway be maintained through the condominium site located at the east end of 53 Avenue N.W. until a south-side feeder bus loop is developed.

5.4.3.3 That suitable access to the LRT system be provided for the physically handicapped.

5.4.3.4 That pedestrian access from future development on the Cascade site be integrated with the overall pedestrian access to the LRT station and associated facilities.

5.4.3.5 That the existing north-south pathway east of the Cascade site be widened and suitably landscaped along its easterly edge to provide a buffer between the existing housing development to the east and future development on the mobile home park site to the west.

5.4.3.6 That the future dual purpose bridge across Crowchild Trail N.W. for the LRT users and other pedestrians/cyclists using the north-south regional pathway should be designed to avoid any potential conflict between the two types of users.

5.4.3.7 That potential parking problems in the Varsity and Dalhousie communities resulting from the use of the LRT station be monitored regularly and, if required, potential solutions to these problems be discussed with the affected residents.

6. IMPLEMENTATION

6.1 Land Use Redesignations

Land use redesignation applications by the landowner/developer concerning future development in the station area will be evaluated on the basis of the policies proposed in this plan. Under the terms of the Development Agreement the landowners or developers will be responsible for all costs associated with any relocation and/or upgrading of any affected underground utilities.

The following Table 6.1.1 shows the land use changes recommended for land in the station impact area.

The recommendations in Table 6.1.1 are based on the evaluation of land use alternatives included in Section 5 of the 'Background and Supporting Information'. In determining appropriate land uses for Sites 1 to 6, the following key factors were considered:

a) Compatibility of future land uses with the existing development and their support for the proposed LRT system.

   This factor will ensure that future development near the station location is compatible with development existing adjacent to the station impact area. However, it is important that future development should be highly supportive of the LRT system in terms of generating LRT ridership.

b) Potential impact of future development on the roadway network currently serving the LRT station area.

   The consideration of this factor will ensure that any future development allowed adjacent to the LRT station location does not generate high traffic volumes causing serious traffic congestion on roads presently serving the station impact area.

c) Potential impact on the enrollment capacity of schools and on the amount of recreational open space available in the Varsity and Dalhousie communities.

6.1.1 RECOMMENDED LAND USES AND IMPLEMENTATION

SITE #	AREA	EXISTING LAND USE DESIGNATION	EXISTING DEVELOPMENT	LAND USE RECOMMENDATIONS				
				LAND USE	DENSITY	BUILDING HEIGHT	DEVELOPMENT GUIDELINES	IMPLEMENTATION
1	14.31 ha± (35.35 ac.±)	UR - Urban Reserve District	Mobile Home Park (Interim Use)	Mixed: - Commercial: (Sector Shopping Centre) - Low Density Multi-Dwelling Residential - LRT park-n-ride, kiss-n-ride and feeder bus loop facilities.	- Density of development determined by site access limitations and by assessment of potential traffic impact on adjacent roads. - Minimum of 120 housing units (maximum units per acre as set out in RM-1 District). - 1200 stalls surface parking as per Council policy.	1. Maximum use of elevation drop towards Crowchild Trail is to be achieved. 2. Up to a maximum of 10 m (33 ft. ±) for development along Dalhousie Drive. 3. Up to a maximum of 15 m (49 ft. ±) for development along Crowchild Trail except for office component of development which may be up to a maximum of 18 m (59 ft. ±), provided there is no adverse impact on the views currently enjoyed by residents north of Dalhousie Drive.	1. Comprehensive development to consist of: - A medium-sized sector shopping centre (office and retail). - Low Density Multi-Dwelling Residential (minimum of 120 units). - LRT park-n-ride (1200 parking stalls), kiss-n-ride and a feeder bus loop. 2. Parking, landscaped areas and yard requirements including other relevant aspects of development shall be as per the C-5/0.5 Shopping Centre Commercial District in the Land Use By-law. 3. Provide a suitable pedestrian access from the commercial and residential components of the development to the LRT station and associated facilities. 4. LRT park-n-ride, kiss-n-ride and feeder bus loop areas to be landscaped adjacent to residential development. 5. Commercial development to be suitably screened from adjacent residential development. 6. Amount of open space required adjacent to the residential component and for buffering and landscaping to be determined at the outline plan/ development stage. 7. Appropriate measures to be taken to minimize the potential visual negative impact of any mechanical equipment on the roof of commercial buildings. 8. Design of any vehicular access to Crowchild Trail will be to the satisfaction of the Director of Transportation and shall be provided at the developer's expense. 9. One access point on 53 Street will be provided for right turns only, to the satisfaction of the Director of Transportation. 10. Two access points on Dalhousie Drive which may be all-directional will be provided to the satisfaction of the Director of Transportation.	Application by land owner/developer for redesignation to D.C. with development guidelines is required. The City should negotiate with the landowner concerning land required for the L.R.T. park-n-ride.

6.1.1 RECOMMENDED LAND USES AND IMPLEMENTATION

SITE #	AREA	EXISTING LAND USE DESIGNATION	EXISTING DEVELOPMENT	LAND USE RECOMMENDATIONS				
				LAND USE	DENSITY	BUILDING HEIGHT	DEVELOPMENT GUIDELINES	IMPLEMENTATION
1 cont'd							11. The landowner/developer shall enter into a Development Agreement with the City of Calgary before a development permit for Site 1 is released. The development agreement will define responsibilities relative to the servicing and development costs of various components of future development on Site 1. 12. Any easements required for utilities and/or pedestrian access shall be created by the landowner/developer to the satisfaction of the City Engineer.	
2	0.93 ha± (2.3 ac.±)	DC with C-1 Development Guidelines	Local Commercial: Crowchild Square	Retain DC with current C-1 Development Guidelines	Current DC Density	Existing guidelines apply (10 m)	- The current C-1 Development Guidelines shall apply.	Retain DC with current C-1 Development Guidelines.
3	2.40 ha± (5.05 ac.±)	DC with C-1 Development Guidelines	Commercial: Crowchild Motor Inn	DC with revised Development Guidelines	Existing DC Density	Current development guidelines apply (10 m)	- Subject to DC designation with revised guidelines may include additional 930 m^2± of commercial (office) space (10,000 sq.ft. Gross Floor Area). - Any easements required for utilities and/or pedestrian access shall be created by the landowner/developer to the satisfaction of the City Engineer.	Application by land owner/developer for redesignation to DC with revised development guidelines is required.
4	1.22 ha± (3.01 ac.±)	DC with R-2A and R-1 Development Guidelines	One Single-Detached Dwelling	On 1989 September 11this site was redesignated from UR to DC with R-2A, Residential Low Density District and R-1, Residential Single-Detached District Guidelines as per the Varsity Community Special Study approved by City Council on 1989 June 19.				
5	0.53 ha± (1.30 ac.±)	DC with R-2A Development Guidelines	Vacant	On 1989 September 11this site was redesignated from DC for a medical /dental clinic to DC with R-2A, Residential Low Density District Guidelines as per the Varsity Community Special Study approved by City Council on 1989 June 19.				

6.1.1 RECOMMENDED LAND USES AND IMPLEMENTATION

SITE #	AREA	EXISTING LAND USE DESIGNATION	EXISTING DEVELOPMENT	LAND USE RECOMMENDATIONS				
				LAND USE	DENSITY	BUILDING HEIGHT	DEVELOPMENT GUIDELINES	IMPLEMENTATION
6	1.65 ha± (4.07 ac.±)	DC with R-1 Single-Detached Residential and specific development guidelines concerning building height of 70 ft. for the church spire.	Calgary Christian Centre	DC for an LRT feeder bus loop and a medium density residential development.	DC with development guidelines for medium density multi-family residential. (Maximum 30 dwelling units per acre).	Maximum 10 m.	1. Future development to include: a. A feeder bus loop associated with the 53 Street LRT station, and b. Medium density residential compatible with the adjacent housing development. 2. Feeder bus loop will be suitably landscaped adjacent to residential development. 3. Size of theLRT feeder bus loop will take into consideration the environmental guidelines for 53 Street N.W.	Application by land-owner/developer is required for redesignation from DC to DC with guidelines to accommodate an LRT feeder bus loop and a medium density multi-family residential development. The City should negotiate with the land owner concerning the future LRT feeder bus loop.

BACKGROUND AND SUPPORTING INFORMATION TO: 53 STREET N.W. L.R.T. STATION AREA PLAN

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PREFACE

This section includes background and supporting information to the 53 Street N.W., LRT Station Area Plan. It only provides the context for the land use and transportation planning policies recommended and it has no legal status.

1. AREA CHARACTERISTICS

1.1 Existing Land Use Designations

The station impact area is variously designated as: UR (Urban Reserve District), DC (Direct Control District), R-1 (Single-Detached Residential District, R-2 (Low Density Residential District) and PE (Public Park, School and Recreation District) (see Fig. 1).

1.2 Existing Development

Fig. 2 shows the existing development within the station impact area.

The Dalhousie and Varsity communities are primarily low density residential except the commercial, institutional and medium/high density housing developments existing along Crowchild Trail adjacent to the proposed 53 Street LRT station. The Cascade Mobile Home Park has 304 units.

The existing commercial development south of Crowchild Trail and east of 53 Street includes a neighbourhood shopping centre and a motor inn.

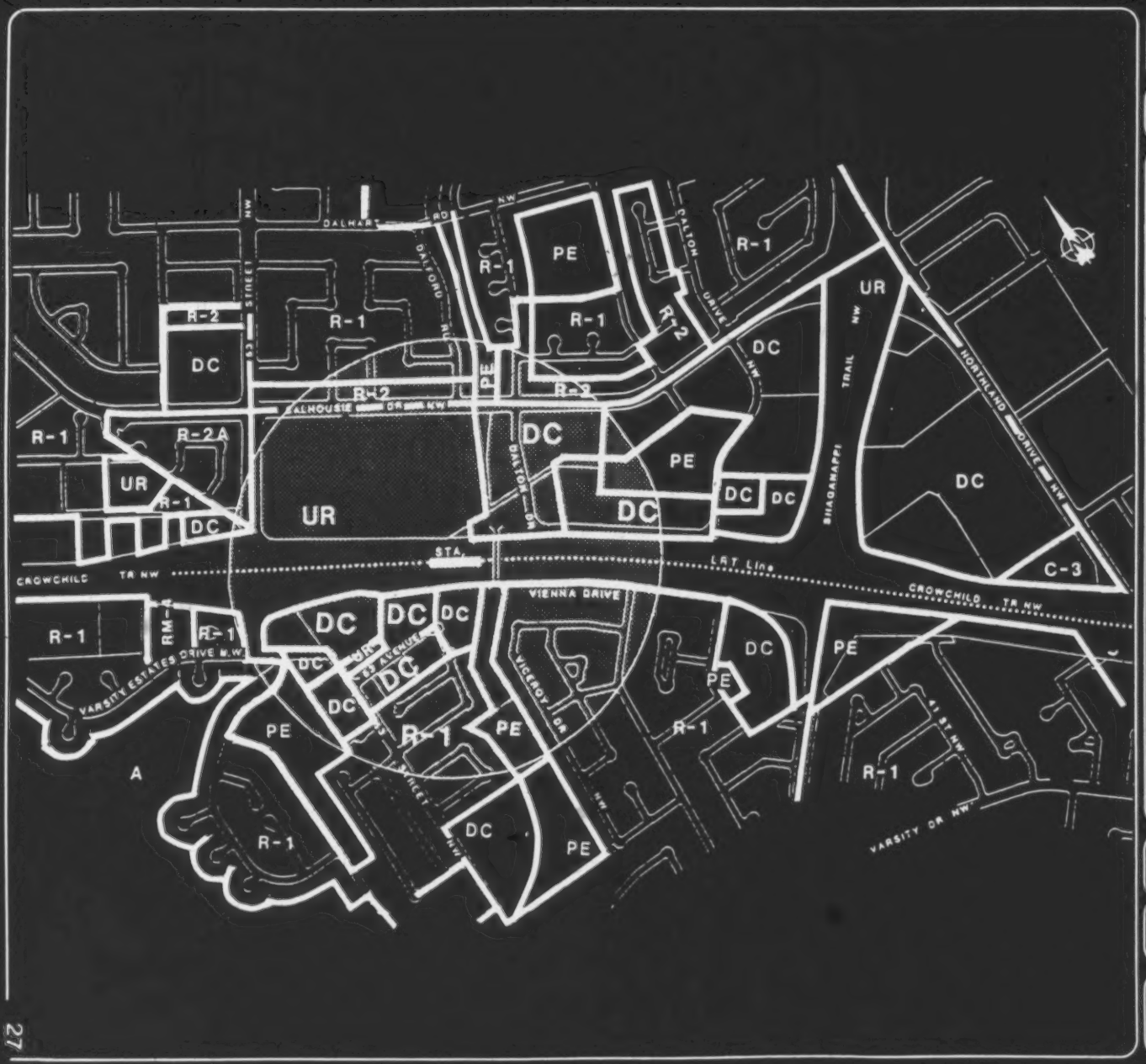
1.3 Existing Land Ownership

Fig. 3 shows major landowners.

1.4 Transportation

1.4.1 Existing Roads:

The areas generally surrounding the 53 Street LRT station location are served by Crowchild Trail (Expressway - 30,000+ vehicles per day capacity), 53 Street and Dalhousie Drive (Major Roadways - up to 30,000 vehicles per day capacity) and Varsity Estates Drive and 53 Street south of Varsity Estates Drive, which are collector roadways (see Fig. 4).



53 ST. N.W. LRT STATION AREA PLAN

Fig. 1

EXISTING LAND USE DESIGNATIONS

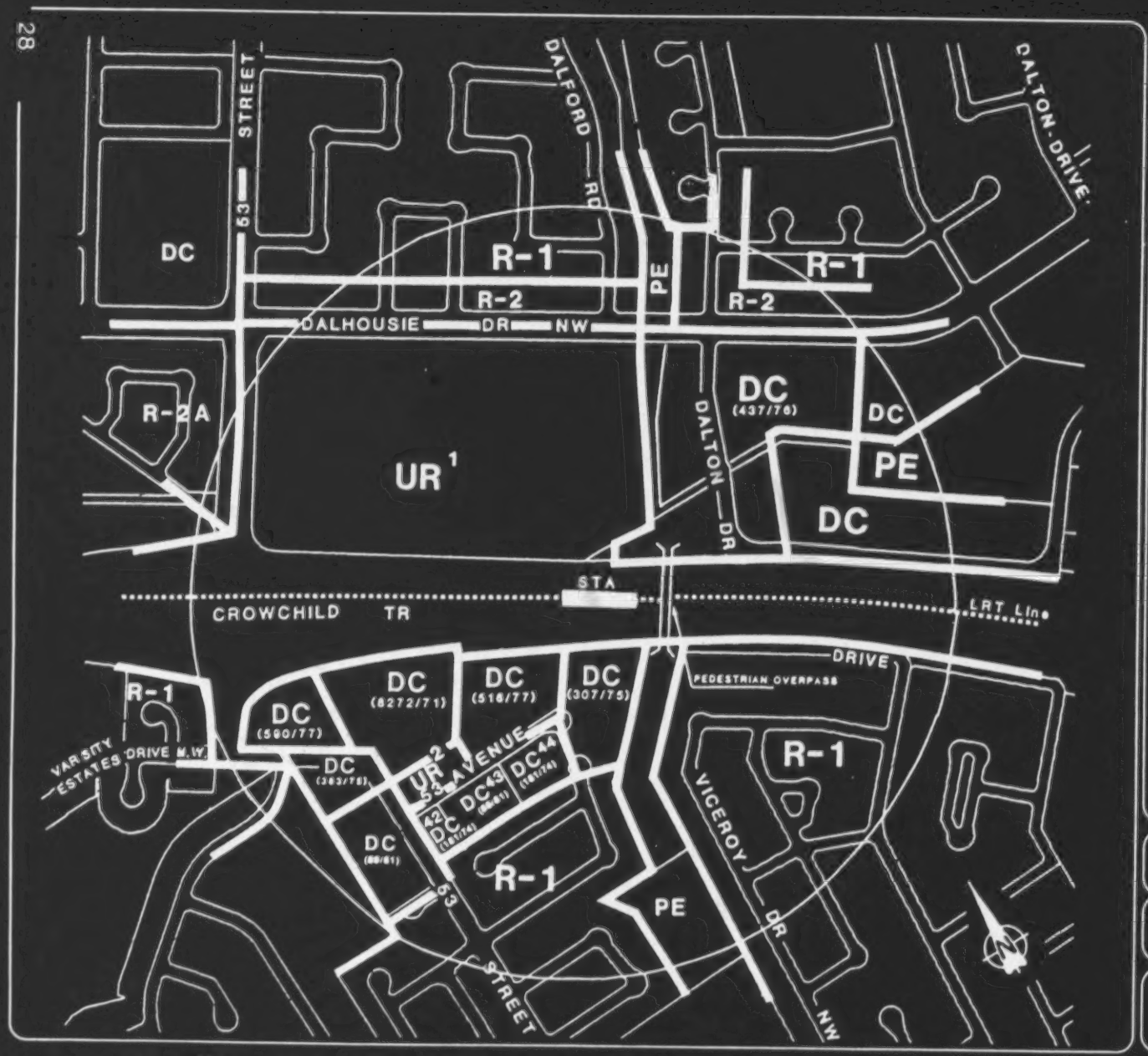
LEGEND

R-1	RESIDENTIAL SINGLE DETACHED DISTRICT
R-2	RESIDENTIAL LOW DENSITY DISTRICT
RM-4	RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING DISTRICT
C-3	GENERAL COMMERCIAL DISTRICT
A	AGRICULTURAL & OPEN SPACE DISTRICT
DC	DIRECT CONTROL DISTRCT
PE	PUBLIC PARK, SCHOOL & RECREATION DISTRICT
UR	URBAN RESERVE DISTRICT
	LRT STATION PRIMARY IMPACT AREA

MAY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 160 320m
0 1/10 1/5mi



53 ST. N.W. LRT STATION AREA PLAN

Fig. 2

EXISTING DEVELOPMENT

LEGEND

LAND USE DESIGNATIONS	EXISTING DEVELOPMENT
R - 1	SINGLE DETACHED DWELLINGS
R - 2	DUPLEX /SEMI-DETACHED DWELLINGS
UR 1	CASCADE MOBILE HOME PARK (304) UNITS
UR 2	CITY ELECTRIC SUBSTATION
DC	(89/81) PRIVATE LAND - VACANT
DC	(8272/71) CROWCHILD MOTOR INN
DC	(590/77) CROWCHILD SQUARE (LOCAL COMMERCIAL)
DC	(516/77) CALGARY CHRISTIAN CENTRE
DC	(181/74) LOT 42: SERVICE STATION
DC	(89/81) LOT 43: PRIVATE LAND VACANT
DC	(181/74) LOT 44: MULTI-FAMILY: MAX. 60 P.P.A.
DC	(437/76) COMPREHENSIVE MULTI-FAMILY (R-3 GUIDELINES 50-60 P.P.A.)
DC	(307/75) CONDOMINIUMS (R-3 GUIDELINES 50-60 P.P.A.)
DC	(383/75) COMPREHENSIVE MULTI-DWELLING: 40-60 P.P.A.
PE	PEDESTRIAN WALKWAY
	LRT STATION PRIMARY IMPACT AREA

MAY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 160 320m
0 1/10 1/5mi

53 ST. N.W. LRT STATION AREA PLAN

Fig. 3

MAJOR LAND OWNERS

LEGEND

1. DALHOUSIE STATION LIMITED
2. DALHOUSIE ESTATES LIMITED
3. CITY OF CALGARY
4. CALGARY CHRISTIAN CENTRE (PENTECOSTAL)
5. HARDEV S. SHERGILL (INVESTOR)
6. MERIDIAN DEVELOPMENTS LTD.
7. CHELSEA MANAGEMENT INC.
8. FRANK HENRY BRIGGS & EDITH BRIGGS
9. FINANCIAL TRUST COMPANY
10. NEW MANNVILLE HOTEL LIMITED & D. & S. PAUL HOLDINGS LTD.

LRT STATION PRIMARY IMPACT AREA

MAY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 160 320m
0 1/10 1/5mi

53 ST. N.W. LRT STATION AREA PLAN

Fig. 4

EXISTING ROADS

LEGEND

- FREEWAY / EXPRESSWAY
- MAJOR ROAD
- COLLECTOR ROAD
- LRT ALIGNMENT / STATION
- FUTURE INTERCHANGE
- PEDESTRIAN OVERPASS
- LRT STATION PRIMARY IMPACT AREA

MAY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 160 320m
0 1/10 1/5mi

2. DEVELOPMENT TRENDS

2.1 Dalhousie Community

Since the approval of the Dalhousie Design Brief by City Council on 1973 February 5, development in this community has occurred according to the approved policies.

In 1976 and 1981, some development occurred adjacent to the LRT station location, which included comprehensively planned multi-family housing east of the Cascade Mobile Home park site and a Mennonite Church built at the northwest corner of 53 Street and Crowchild Trail.

After the approval by City Council of the Northwest LRT Functional Study on 1980 July 15, no major development/redevelopment has occurred north of Crowchild Trail and east of 53 Street. However, when the LRT station is built there may be a significant change in the land use on the Cascade Mobile Home Park site.

2.2 Varsity Community

The Varsity community portion in the station area is predominantly low density residential, excepting a local commercial centre, and a motel (Crowchild Motor Inn) and a church (Calgary Christian Centre) located east of 53 Street and south of Crowchild Trail. Since 1977, no major development/redevelopment has occurred within the station impact area, excepting some low density residential development adjacent to Crowchild Trail west of 53 Street.

To date, the existing commercial land uses east of 53 Street have not been affected by any changes. However, it is estimated that the intensity of development and use of this area may increase in the future.

3. POTENTIAL FOR DEVELOPMENT/REDEVELOPMENT

3.1 Dalhousie Community

The Dalhousie Design Brief designated part of the Cascade Mobile Home Park site as "mass transit action area" with an interim use as a mobile home park. The Cascade site has significant slope conditions with a good exposure to Crowchild Trail and 53 Street N.W. No specific guidelines have been established for future development on the site. Therefore, there is an excellent potential for a new development on the mobile home park site.

In view of the foregoing, it is advisable to assess potential impact of future development near the LRT station on the adjacent residential areas including the mobile home park residents.

3.2 Varsity Community

For the past several years the intensity of existing development and use of the Crowchild Square shopping facilities has remained at a low level. However, when the LRT station is built,the use of the above commercial facilities may become more intensive. As a result, there may be demand for future redevelopment at this location including the Crowchild Motor Inn site.

The Calgary Christian Centre site has excellent redevelopment potential because of its close proximity to the proposed LRT station on Crowchild Trail. The site would be suitable an LRT associated feeder bus loop which would ideally serve the area south of Crowchild Trail. In addition, the Calgary Christian Centre site has good potential for residential development.

Additionally, new development can occur on two currently vacant parcels located within the station impact area south of 53 Avenue. One of these DC parcels is located east of 53 Street and south of 53 Avenue, while the remaining DC parcel is located directly west of 53 Street opposite 53 Avenue N.W. According to the Varsity Community Special Study, approved by City Council on 1989 June 19, these two DC sites can be developed for low density residential development (townhouses). However, it would be advisable to evaluate potential impact of future development or redevelopment on residential areas existing in the immediate vicinity of the LRT station.

4. POLICY CONTEXT

4.1 Dalhousie Design Brief, February 5, 1973

4.1.1 Population:

The Design Brief states that the minimum population of the Dalhousie community should be 14,843 persons. As of April 1989, the population was 10,190 persons compared to 10,201 persons in 1988. With no vacancy rate, the population would have been about 10,604 persons. Therefore, there is a deficiency of approximately 4,239 person compared with the overall minimum design population.

4.1.2 Open Space:

When the Dalhousie area was developed for residential uses, municipal reserve land was dedicated for schools and open space for recreation purposes as required by the Planning Act. Presently, the Community has a total of 28.35 hectares (70 acres ±) of functional open space. The current open space ratio in Dalhousie is 2.78 hectares (6.87 acres ±) per thousand people. This ratio is approximately twice the current City standard of 1.5 hectares (3.71 acres ±) per thousand people in residential communities. However, it is noted that the Cascade site has remained unsubdivided and, therefore, has not dedicated the required 10 percent of municipal reserve land. Approximately 1.42 hectares (3.5 acres ±) of reserve land is due upon subdivision/development of the Cascade site (Site 1). This factor should be taken into account in planning future development on Site 1.

Refer to the Dalhousie Design Brief concerning the following sections.

Density (Area 'F' page 14):

- *"Area 'F' is an existing mobile home park developed at a density of 25.9 p.p.a.*
- *Area 'F' will be required for the development of a park-n-ride terminal when a mass transit system is developed.*
- *The existing density will be allowed for any potential future residential development which may occur in conjunction with the terminal."*

This policy appears to mean that the residual part of the mobile home park site should be developed for residential at a density of 25.9 p.p.a. This factor should be considered in determining future development on the mobile home park site.

4.1.2 Light Rail Transit:

The Design Brief has recognized the implementation of a future "mass transit system" in the Crowchild Trail corridor and the requirement for a transit station adjacent to the Cascade Mobile Home Park site.

The specific land use and transportation policies established by the Dalhousie Design Brief relative to the LRT station impact area are:

4.1.3 **Land Use:**

"3. The area shown as future mass transit station action area remain in its present use until developed on a comprehensive basis in conjunction with a mass transit terminal or until City Council decides that the land will not be required for transit purposes."

"9. The Dalhousie Community Association be given the opportunity to comment on development proposals for the lands between Dalhousie Drive and Crowchild Trail east of 53 Street N.W., prior to the submission of the plans for approval."

4.1.4 **Transportation:**

"4. The transportation system be adopted as shown on page 11."

"5. Bicycle path and pedestrian system be adopted."

"6. No vehicular access to 53 Street from adjacent lands between Crowchild Trail and Dalhousie Drive, except for right turns only and a left turn from the south."

According to these policies, 53 Street between Crowchild Trail and John Laurie Boulevard, and Dalhousie Drive between 53 Street and Shaganappi Trail, are designated as major streets. The above-noted policies should be taken into account when considering the development planning for the mobile home park site.

4.2 **Varsity Design Brief, June 27, 1974**

4.2.1 **Population:**

The design population for the Varsity community is 20,109 persons. As of April 1988, the population was 12,818 persons compared to 12,757 persons in 1987. With no vacancy rate, the population of Varsity would have been approximately 13,267 persons. Therefore, there is a shortfall of about 6,842 persons compared with the overall design population.

Refer to the Varsity Design Brief concerning the following sections.

4.2.2 **Light Rail Transit:**

In addition to the Dalhousie Design Brief, the Varsity Design Brief has also recognized the future implementation of a "rapid transit system" in the Crowchild Trail corridor and the requirement for a transit station east of 53 Street.

The specific land use and transportation policies established by the Varsity Design Brief affecting the LRT Station impact area are:

4.2.3 **Land Use:**

"2. The following areas, presently not developed for urban lots be designated for low density residential development for an average density of 22 p.p.a.

(a) 39.4 acres of acreage properties adjacent to Crowchild Trail, west of 53 Street, north of Varsity Estates Drive and the area east of 53 Street south of Valhalla Crescent."

4.2.4 **Transportation:**

"8. The arterial street system be adopted as shown on page 27."

"9. The collector street system be adopted as shown on page 29."

"11. If volumes of 10,000 VPD are exceeded on 53 Street, south of Varsity Estates Drive to 40 Avenue N.W., the City to take action to reduce the volume to 10,000 VPD by such traffic control measures as are considered appropriate; to include the offset interchange at 53 Street and Crowchild Trail as per diagram submitted by Varsity Community Association; or some other equivalent traffic control devices as may be required."

"13. Provision for construction of public pathways for cyclists and pedestrians be made adjacent to the golf course to maintain the continuity of the parks systems from Bow River to Nose Hill."

According to these policies, 53 Street between Crowchild Trail and Varsity Estates Drive is designated as a "Major Street" and 53 Street south of Varsity Estates Drive is designated as a "Collector". An existing pedestrian bridge across Crowchild Trail provides an essential link between the Varsity and Dalhousie communities.

The land west of 53 Street, between Crowchild Trail and Varsity Estates Drive, has been developed for low density residential housing.

4.3 **Calgary General Municipal Plan**

The following General Plan policies are applicable to the station area plan:

"3.4.22 T.10 Subject to Amended Policy T.14 increase the density of residential development adjacent to LRT stations and major bus routes where local community conditions warrant."

"3.4.22 T.12 Encourage new suburban employment near LRT stations and major bus routes where local conditions warrant."

"3.4.22 T.14 Development in LRT station areas will be of a type, design and intensity compatible with adjacent communities and supportive of the transit system."

"3.4.22 T.21A Locate light rail transit stations so as to optimize service to communities and potential transit supportive development."

"3.4.22 T.21B Avoid causing unnecessary speculation and instability in communities abutting LRT stations by providing the public with an early indication of Council's intention with respect to the level of development opportunity through appropriate planning processes including preparation of station area plans and/or Area Redevelopment Plans and Area Structure Plans."

4.4 Northwest LRT Functional Study - CALT SERIES 73, dated April 1980 (Approved by Council 1980 July 15)

4.4.1 Background:

The Northwest LRT Functional Study has identified the optimum alignment of the LRT line including the approximate location of LRT station and related requirements such as park-n-ride, kiss-n-ride and a feeder bus loop. The number of park-n-ride stalls required at the 53 Street LRT station must meet the requirements of the City Council approved policy which means that 1200 stalls must be provided in total.

4.4.2 Potential for Redevelopment:

A major land use change may occur on the Cascade Mobile Home Park site. Its location and future access to LRT give this site an important development potential. Therefore, in the development planning for the site, consideration should be given to a suitable land use mix which is supportive of LRT. Future development on this site should be integrated with the LRT station facilities. Additionally, future plans for development on this site must provide options to accommodate the displaced mobile home park residents.

Although not identified in the N.W. LRT Functional Study, it appears that the existing Calgary Christian Centre is a potential site for redevelopment and should be considered as a potential future south side LRT feeder bus loop. This site also has significant potential for residential development.

4.5 **Transportation Improvement Priority Study Update, 1985: Clause OD86-29 of the Report of the Standing Policy Committee on Operations and Development, dated 1986 May 5**

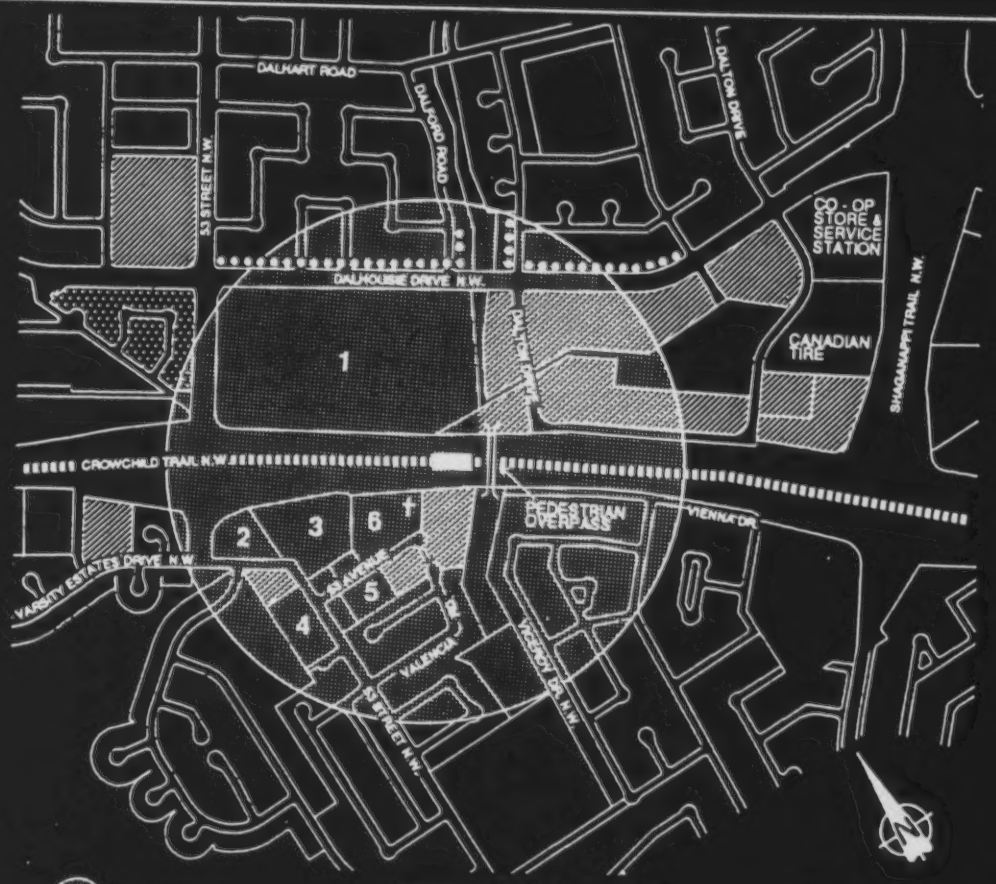
At its meeting held on 1986 June 25 and 30, City Council adopted the following priorities in terms of construction of the Northwest LRT line.

Priority #3 Northwest LRT extension to Brentwood (Crowchild Trail to 31 Street N.W.) during the years 1988 to 1989.

Priority #4 Northwest LRT extension to 53 Street N.W., during the years 1989 to 1991.

5. EVALUATION OF LAND USE ALTERNATIVES

5.1 The following table includes evaluation of land use alternatives for Sites 1 to 6. It takes into account potential impact of future development on the surrounding roadways/LRT environmental capacities, schools, parks/open space requirements and the Cascade Mobile Home Park tenants. In addition, it would be important to relate future redevelopment to the overall character and stability of the adjacent residential communities.


DALHART ROAD
53 STREET N.W.
DALFORD ROAD
DALTON DRIVE
CO-OP STORE & SERVICE STATION
DALHOUSIE DRIVE N.W.
DALTON DRIVE
CANADIAN TIRE
SHAGANAPPI TRAIL N.W.
1
CROWCHILD TRAIL N.W.
PEDESTRIAN OVERPASS
VIENNA DR.
2
3
6
VARSITY ESTATES DRIVE N.W.
5
4
VALENCIA
VISCOUNT DR. N.W.
52 STREET N.W.
STATION PRIMARY IMPACT AREA
EXISTING MEDIUM/HIGH DENSITY RESIDENTIAL
LRT LINE / STATION (PROPOSED)
EXISTING DUPLEXES
1,2 POTENTIAL REDEVELOPMENT SITES IDENTIFIED
EXISTING R-2A RESIDENTIAL
EXISTING CHURCH

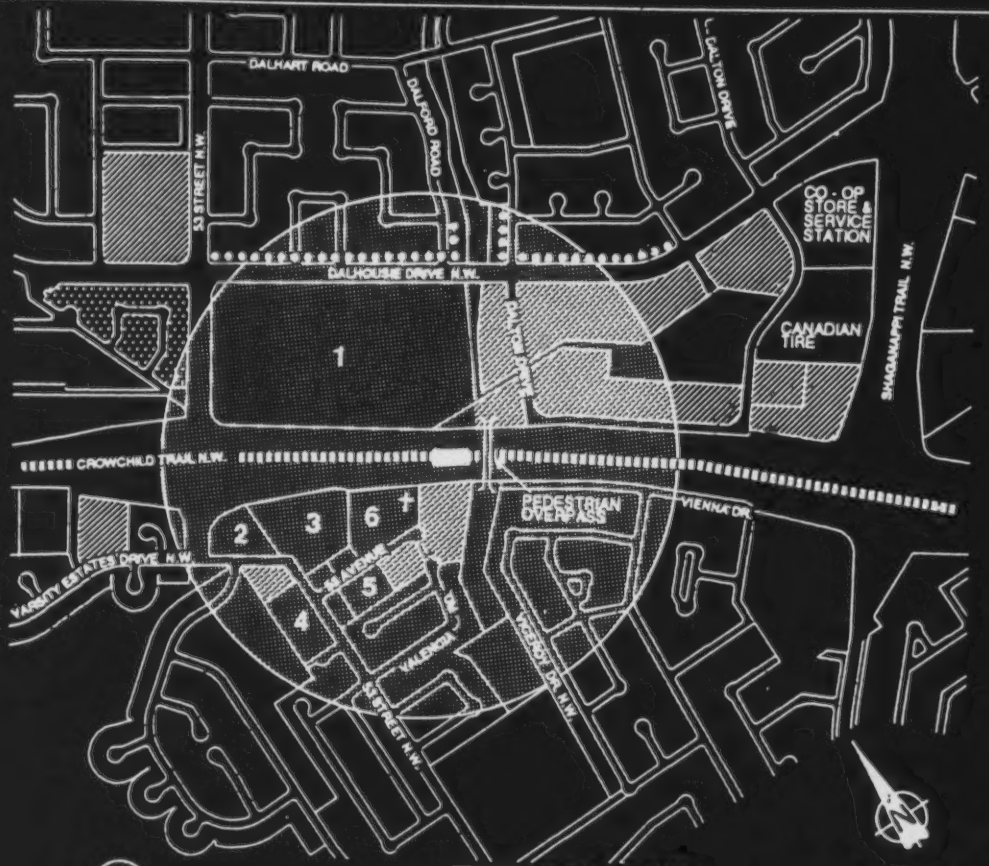
5.1 EVALUATION OF LAND USE ALTERNATIVES

SITE NUMBER	LAND USE ALTERNATIVE	POTENTIAL IMPACT OF FUTURE DEVELOPMENT/REDEVELOPMENT ON: COMPATIBILITY WITH ADJACENT DEVELOPMENT	ADJACENT ROADS/TRAFFIC	(A) PUB. SCHOOL REQ. (B) SEP. SCHOOL REQ.	PARKS/OPEN SPACE REQUIREMENTS
#1: Cascade Mobile Home Park 14.31 ha ± (35.35 acres ±) 10% Reserve land due on subdivision/ development	Redesignate from UR to DC with specific development guidelines to accommodate:				
	A. Mixed Land Use: - Low density residential: 6.48 ha (16 acres)± (6-8 upa) - Local commercial: 2.43 ha (6 acres±)	- Land use compatible with adjacent residential development to the north and east. - Land use supportive of LRT (high potential LRT user). - Compatible with commercial uses existing south of Crowchild Trail.	Moderate impact on adjacent roads with increased congestion at intersections particularly Dalhousie Drive and 53 Street.	(a) No adverse impact. (b) No adverse impact. (Existing schools have sufficient capacities.)	Approximately 1.42 ha (3.5 acres)± reserve land due upon subdivision/development. Exact amount of land required for public open space and landscaping/buffering to be determined at the outline plan/development stage.
Note: LRT park-n-ride (1200 stalls), kiss-n-ride and feeder bus loop facilities are prerequisites assumed for all Site 1 land use alternatives.	B. Mixed Land Use: - Medium density residential: 6.48 ha (16 acres)± (25 upa) - Local commercial: 2.43 ha (6 acres)±	Same as Alternative "A" above.	Same as Alternative "A" above.	Same as Alternative "A" above.	Same as Alternative "A" above.
	C. Mixed Land Use: - Low density multi-dwelling residential: 4.05 ha (10 acres)± (Max. 12 upa) - *Sector Shopping Centre: 4.86 ha (12 acres)± 0.325 times the site area: 15,800 sq. m. (170,000 sq. ft.)	- Land use compatible with adjacent residential development to the north and east. Land use supportive of LRT (high potential LRT user). - The height of future buildings may obstruct the views currently enjoyed by residents north of Dalhousie Drive. - Southwest portion of the site adjacent to Crowchild Trail may be appropriate for retail and office development compatible with the existing commercial uses to the south. - Retail uses less supportive of LRT (low potential LRT user). - Office development supportive of LRT (moderate potential LRT user).	Development may generate traffic volumes in excess of intersection capacities.	Same as Alternative "A" above.	Same as Alternative "A" above.

* Example:

Sector Shopping Centre may consist of:

- A supermarket	= 50,000 sq. ft.
- A drugstore	= 15,000 sq. ft.
- Medical clinic/offices	= 25,000 sq. ft.
- A movie theatre	= 25,000 sq. ft.
- C.R.U.'s	= 55,000 sq. ft.
TOTAL	170,000 sq. ft.


DALHART ROAD
DALFORD ROAD
33 STREET N.W.
DALTON DRIVE
CO-OP STORE & SERVICE STATION
DALHOUSIE DRIVE N.W.
DALHOUSIE PARK
CANADIAN TIRE
SHAGANAPPI TRAIL N.W.
1
CROWCHILD TRAIL N.W.
PEDESTRIAN OVERPASS
VIENNA DR.
2
3
6
VARSITY ESTATES DRIVE N.W.
16 AVENUE
5
4
VALEMOUNT DR.
VARSITY DR. N.W.
32 STREET N.W.
STATION PRIMARY IMPACT AREA
EXISTING MEDIUM/HIGH DENSITY RESIDENTIAL
LRT LINE / STATION (PROPOSED)
EXISTING DUPLEXES
1,2 POTENTIAL REDEVELOPMENT SITES IDENTIFIED
EXISTING R-2A RESIDENTIAL
EXISTING CHURCH

5.1 EVALUATION OF LAND USE ALTERNATIVES

SITE NUMBER	LAND USE ALTERNATIVE	POTENTIAL IMPACT OF FUTURE DEVELOPMENT/REDEVELOPMENT ON:			
		COMPATIBILITY WITH ADJACENT DEVELOPMENT	ADJACENT ROADS/TRAFFIC	(A) PUB. SCHOOL REQ. (B) SEP. SCHOOL REQ.	PARKS/OPEN SPACE REQUIREMENTS
#1: Cascade Mobile Home Park Cont'd Note: LRT park-n-ride (1200 stalls), kiss-n-ride and feeder bus loop facilities are prerequisites assumed for all Site 1 land use alternatives.	D. *Sector Shopping Centre: 10 ha (25 acres)±. 0.275 times the site area: 27,870 sq. m. (300,000 sq. ft.)±	- Land use less compatible with the existing low-density residential development north of the site. - Southwest portion of the site may be suitable for retail and office development compatible with the existing commercial uses to the south - Retail uses less supportive of LRT (low potential LRT user). - Office development supportive of LRT (moderate potential LRT user).	Traffic volumes cannot be accommodated through the existing intersection of Dalhousie Drive and 53 Street. Access to Crowchild Trail required at developer's expense.	(a) No impact. (b) No impact.	Same as Alternative "A" above.
	E. Office Park Development: 10 ha (25 acres)±	- Land use not compatible with the existing residential development north and east of the site. - LRT supportive land use (moderate potential LRT user). - The height of future office buildings might obstruct the views currently enjoyed by residents north of the site.	Additional traffic generated would be opposing the residential peak volumes and would, therefore, be most appropriate.	Same as Alternative "D" above.	Same as Alternative "A" above.

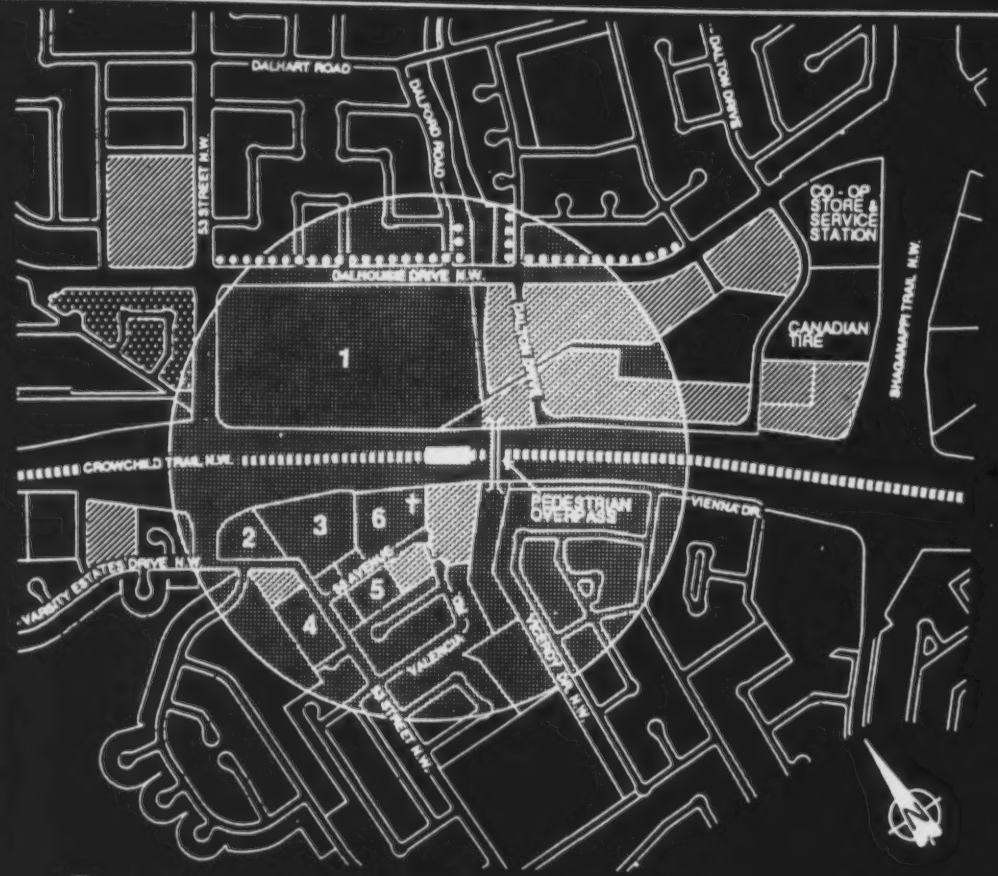
* Example:

Sector Shopping Centre may consist of:

- A supermarket	= 50,000 sq. ft.
- A drugstore	= 15,000 sq. ft.
- Medical clinic/offices	= 25,000 sq. ft.
- C.R.U.'s	= 130,000 sq. ft.
- A movie theatre	= 30,000 sq. ft.
- A major department store	= 50,000 sq. ft.
TOTAL	300,000 sq. ft.

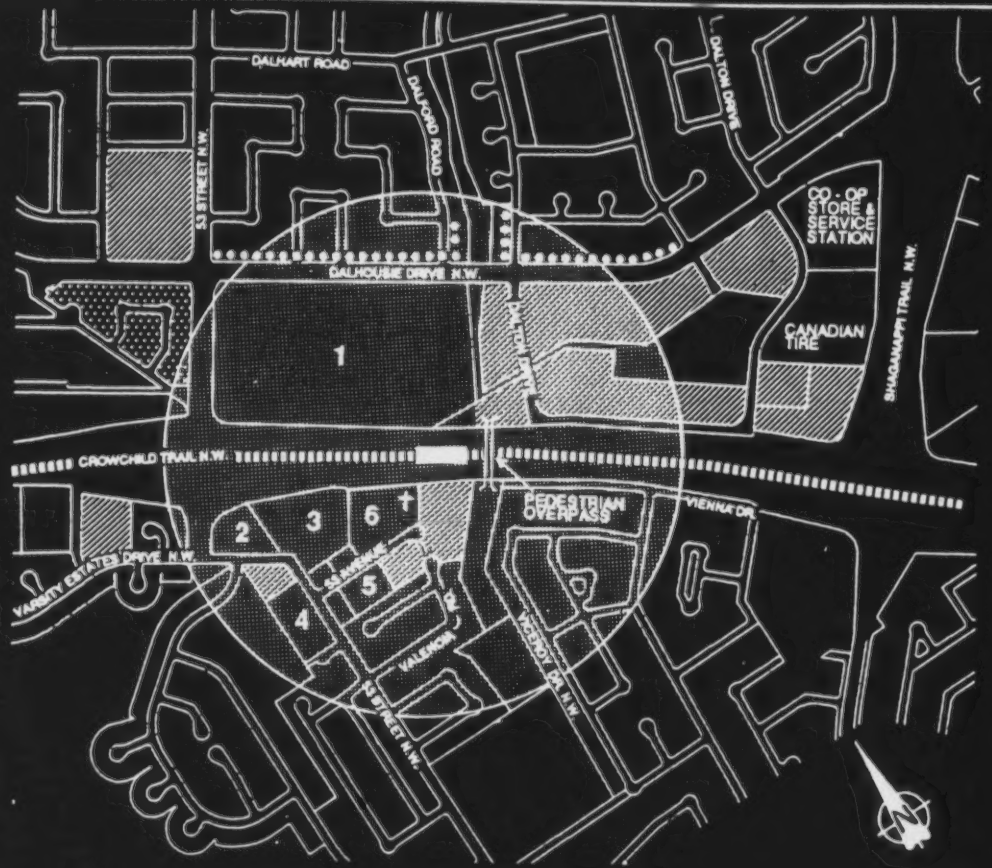
Note: 1. It is important to note that the land use alternatives for the Cascade site are intended to represent a range of possibilities for the future development of this site. No single alternative is intended to be considered as a recommended alternative. The specific alternative recommended was determined following the evaluation of these alternatives and site access limitations.

2. Alternatives for Site 1 assume relocation of the Cascade Mobile Home Park tenants.


DALHART ROAD
DALCOND ROAD
DALTON DRIVE
53 STREET N.W.
CO-OP STORE & SERVICE STATION
DALHOUSIE DRIVE N.W.
DALHOUSIE WAY N.W.
CANADIAN TIRE
SHAGANAPPI TRAIL N.W.
1
CROWCHILD TRAIL N.W.
PEDESTRIAN OVERPASS
VIENNA DR.
2
3
6
VARSITY ESTATES DRIVE N.W.
VARSITY DRIVE
5
4
VARSITY GA N.W.
53 STREET N.W.
STATION PRIMARY IMPACT AREA
EXISTING MEDIUM/HIGH DENSITY RESIDENTIAL
LRT LINE / STATION (PROPOSED)
EXISTING DUPLEXES
1,2 POTENTIAL REDEVELOPMENT SITES IDENTIFIED
EXISTING R-2A RESIDENTIAL
EXISTING CHURCH

5.1 EVALUATION OF LAND USE ALTERNATIVES

SITE NUMBER	LAND USE ALTERNATIVE	POTENTIAL IMPACT OF FUTURE DEVELOPMENT/REDEVELOPMENT ON:			
		COMPATIBILITY WITH ADJACENT DEVELOPMENT	ADJACENT ROADS/TRAFFIC	(A) PUB. SCHOOL REQ. (B) SEP. SCHOOL REQ.	PARKS/OPEN SPACE REQUIREMENTS
#2: Crowchild Square (Local Commercial) 0.93 ha (2.3 ac.±)	A. Retain as local commercial.	The existing land use is compatible with adjacent development. However, redevelopment pressure is likely to occur because of the LRT station. No potential adverse impact.	No impact.	No impact.	No impact.
	B. Allow future development under DC with amended C-1 guidelines to include additional retail uses (930 m²/ 10,000 sq. ft.± of CRU gross floor area).	Some adverse impact on adjacent development is expected because of potential commercial uses.	Minor additional traffic will be generated, primarily from within community.	No impact.	No impact.
#3: Crowchild Motor Inn 2.40 ha± (5.05 acres±)	A. Maintain the existing Crowchild Motor Inn subject to the current DC designation with C-1 development guidelines.	The existing land use is compatible with adjacent commercial development. Because of the LRT station there could be pressure for redevelopment.	No impact.	No impact.	No impact.
	B. Allow 930 m²± (10,000 sq. ft.±) of gross floor area in addition to the existing Motor Inn subject to DC with C-1 development guidelines.	Land use compatible with adjacent commercial development. Future commercial development would strengthen the use of LRT station. No potential adverse impact on adjacent development is foreseen.	Minor additional traffic will be generated.	No impact.	No impact.
#4: Presently contains one single-family dwelling 1.22 ha± (3.01 acres±)	On 1989 September 11, this site was redesignated to DC with R-2A, Residential Low Density District and R-1 Residential Single-Detached District Guidelines as per the Varsity Community Special Study approved by City Council on 1989 June 19.	Land use compatible with adjacent residential development to the north, east and south. Land use supportive of LRT (high potential LRT user).	Additional trips will be generated from within this development.	No impact.	No impact.



STATION PRIMARY IMPACT AREA

LRT LINE / STATION (PROPOSED)

1,2 POTENTIAL REDEVELOPMENT SITES IDENTIFIED

EXISTING MEDIUM/HIGH DENSITY RESIDENTIAL

EXISTING DUPLEXES

EXISTING R-2A RESIDENTIAL

EXISTING CHURCH

5.1 EVALUATION OF LAND USE ALTERNATIVES

SITE NUMBER	LAND USE ALTERNATIVE	POTENTIAL IMPACT OF FUTURE DEVELOPMENT/REDEVELOPMENT ON:			
		COMPATIBILITY WITH ADJACENT DEVELOPMENT	ADJACENT ROADS/TRAFFIC	(A) PUB. SCHOOL REQ. (B) SEP. SCHOOL REQ.	PARKS/OPEN SPACE REQUIREMENTS
#5: Currently Vacant 0.53 ha (1.30 acres)±	On 1989 September 11, this site was redesignated to DC with R-2A, Residential Low Density District Guidelines (for townhouses) as per the Varsity Community Special Study approved by City Council on 1989 June 19.	Land use compatible with adjacent residential uses. Land use supportive of LRT (high potential LRT user).	Some additional trips will be generated by the development.	No impact.	No impact.
#6: Calgary Christian Centre 1.65 ha (4.07 acres)	A. Retain the current DC with development guidelines for institutional uses (i.e., Calgary Christian Centre).	- Land use compatible with the existing adjacent multi-family and Motor Inn developments but not supportive of LRT.	No impact.	No impact.	No impact.
	B. Redesignate to DC with development guidelines to accommodate: a. an LRT feeder bus loop on a portion of the site, and b. medium density residential development.	- Land use compatible with the proposed LRT station on Crowchild Trail and adjacent development. - Residential use compatible with the adjacent medium density residential development to the east and supportive of LRT in terms of potential LRT ridership.	Some residential trips will be generated by the development.	No impact.	No impact.

6. COMMUNITY'S VIEWPOINT

The following is a summary of the concerns/opinion expressed by the Dalhousie and Varsity communities.

6.1 Land Use

6.1.1 The existing land uses within the station impact area should be maintained including the present Cascade Mobile Home Park.

6.1.2 There would be pressure for redevelopment in the vicinity of the LRT station. Any new development in this area, particularly on the Cascade site, would generate heavy traffic that would create serious traffic congestion on the adjacent residential streets.

6.1.3 No large commercial buildings should be permitted on the Cascade site. Future development on this site should be compatible with the existing adjacent development in the community. The Plan will have to deal more specifically with densities of commercial development proposed on the Cascade site. Performance guidelines related to the height and visual impact of future buildings on the Cascade site will be included in the plan.

6.1.4 Future development on the Cascade site would adversely affect the value of adjacent residential properties.

6.2 Transportation

6.2.1 Roads

6.2.1.1 The area residents are opposed to the restricted vehicular access that would be available from 53 Street and Dalhousie Drive to the park-n-ride facilities proposed on the Cascade site.

6.2.1.2 Currently, there are excessive traffic volumes on 53 Street and Dalhousie Drive short-cutting through the Dalhousie and Varsity communities, particularly the Market Mall traffic.

6.2.1.3 The Varsity community residents are concerned that traffic volumes on 53 Street south of Crowchild Trail have already exceeded the road design capacity. During peak hours it is difficult to get through the Crowchild Trail/53 Street N.W. intersection.

6.2.1.4 It would be difficult for area residents to obtain easy access to the proposed LRT station and park-n-ride facilities. Moreover, it would be dangerous for school children to cross roads with heavy traffic. The Dalhousie community is adamantly opposed to the current designation of Dalhousie Drive and 53 Street N.W. as "major roads" each having a capacity of 30,000 vehicles per day.

6.2.2 LRT-Related Facilities

6.2.2.1 The Cascade Mobile Home Park residents are opposed to the park-n-ride facilities proposed for part of the Cascade site. These residents do not wish to be relocated and have repeatedly questioned as to who would pay for their relocation and where they would be moved to.

6.2.2.2 It would be extremely difficult for motorists to access the park-n-ride facilities through the Cascade site. The main approach roads would not have sufficient traffic capacity (e.g. 53 Street and Dalhousie Drive). Therefore, the park-n-ride users would be compelled to park on nearby residential streets.

6.2.2.3 It is recognized that 10 acres may not be sufficient for the park-n-ride facilities which must have sufficient land to accommodate parking for 1200 vehicles , a bus loop, kiss-n-ride and landscaping to City requirements for parking lots. The park-n-ride facility will be located on the easterly part of Site 1.

6.2.2.4 Do not allow the 53 Street N.W. LRT station to be a terminal for an extended period of time. The LRT should be built up to Nose Hill Drive N.W. without any delay; otherwise there would be serious traffic problems in the communities.

6.2.2.5 The Varsity community wants an LRT feeder bus loop provided at the Calgary Christian Centre site.

6.3 Pedestrian Access and Public Facilities

6.3.1 The existing pedestrian walkway north of Crowchild Trail is too narrow and poorly landscaped.

6.3.2 The Dalhousie and Varsity communities are opposed to the recommended pedestrian connection between the present north-south regional pathway and the future LRT station on Crowchild Trail. They are concerned that such a connection to serve the LRT station would encourage motorists (park-n-ride users) to park their vehicles on adjacent residential streets (e.g., Vienna Drive N.W.), which would create traffic noise and congestion problems in the communities.

Additionally, they are concerned about the potential conflict between the LRT users and other regular pedestrians/cyclists using a single dual purpose pedestrian bridge across Crowchild Trail proposed by the plan. In this regard, the communities wish to have a separate pedestrian bridge across Crowchild Trail in the present location.

6.3.3 It would be desirable to have a weather-protected pedestrian access to the LRT station, and the park-n-ride facilities should include proper lighting, public washrooms and plug-ins for cars.

6.4 Opportunities

The area residents are generally pleased that the LRT service will be extended up to 53 Street in the northwest sector of the city. As a result, it is an opportune time for preparing a comprehensive plan to establish long-term land use and transportation policies for the station area, particularly with regard to the Cascade Mobile Home Park and 53 Street north and south of Crowchild Trail N.W.